

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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General Port Information

1. gunboats at Swatow, and Wenchow were of steel construction, about 30 feet long, and had guns which appeared to be large for mounting on gunboats. The guns were mounted on the bow and stern of the vessels and were about two inches in diameter. The gunboats were unnamed and unnumbered. There were no facilities for the construction or repair of gunboats in any of these ports.
2. Navigational instruments, sounding devices, binoculars, radios, cameras, codes, rockets, flares, and pistols were sealed by personnel of the border defense inspection station who boarded the ships at the pilot station. These equipment remained sealed until the ship's departure.
3. The seaman's pass, a small card issued by the steamship company to identify the holder as an employee of the company, was displayed when the crew member went ashore. This pass included the seaman's picture, the name of his vessel, and his position above the vessel.

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Chuanchow (N 25-18, E 119-28)

4. Ships were permitted to enter and clear Chuanchow only during daylight hours. Ships approaching Chuanchow sailed for Passage Island (Shuitaotao, N 24-50, E 118-19) on a northwest heading from the south and on a westerly heading from the north. The pilot station was one mile west of Passage Island and twelve miles from the anchorage. Border defense inspection personnel boarded the ship at the pilot station for inspection and sealing of the equipment. There were no navigation aids marking either the approaches or channel to the anchorage. There were no dredging operations in port. Vessels with a 17-foot draft were able to go upstream. Ships anchored in mid-stream and lighters were used for the unloading and loading of cargo. No repair or docking facilities were evident in Chuanchow.

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5. The anchorage was off a village which had a single hard-surfaced clay road leading to Chuanchow. Crew members were allowed to go ashore but were restricted to the limits of the village. No special Chinese Communist passes were needed to go ashore; only the seaman's pass was shown to the police guard stationed at the ship's gangway. There were no Soviet personnel observed ashore and the only military activity noted was troops armed with rifles. There were no naval vessels in the Chuanchow area. An air-raid warning device was on the hill on the left bank of the stream near the village. During the day, the warning signal consisted of a red flag which was lowered during a raid and at night a white light which was extinguished.

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Swatow

11. Ships were permitted to enter and clear Swatow only during daylight hours. The approach to Swatow was made from the south and west of Lammock Islands

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(N 23.3, E 117.4). This approach was made from the southeast on a north-west course from a point about two or three miles east of Good Hope Cape (N 23-14.3, E 116-48.4) to the pilot station (N 23-17, E 116-48), about three or four miles east of Chihwentao. From Chihwentao, a northeast course was taken through the Techou Channel on the west side of Techou (N 23-19.6, E 116-54.4) and upstream to Swatow. The eastern channel north of Mahsuk'ou was not used by merchant vessels.

12. In early March the lights at Good Hope Cape and Techou were burning. The whistle buoy (N 23-19, E 116-50.3) was not used for the approach. There were no navigation aids or lights on Chihwentao. The channel over the outer bar was not marked and there were no markers in Techou channel. The wrecks at N 23-18.1, E 116-47.8 and at N 23-18.3, E 116-47.4 were still visible [redacted] A ship was required to report its estimated time of crossing Good Hope Cape. Crew members believed that there were guns on Good Hope Cape and it was therefore necessary to report their time of crossing.
13. The mooring buoys in Niut'ien (2663/3944) River, off the waterfront, were in place and were used by merchant vessels. There were no dredging operations in the Swatow area and there were no problems encountered with the depth of the channel. The dock to the west of the Chinese Merchants' Steam Navigation Company (CMSNC) wharf was silted and there were no attempts to dredge it. All wharfs along the south waterfront, except the double-piered Taikoo Steamship Company wharf, were destroyed during the Japanese War and had not been rebuilt. The Taikoo wharf, about 2,600 feet west of the Asiatic Petroleum Company (APC) wharf, was used as a naval wharf. Several gunboats were anchored at this wharf. Wooden gunboats, dilapidated and slow, were anchored off the APC wharf but no vessels were anchored off the Standard Oil Company wharf. Except for a few rickety, temporary wooden landings for passengers, the wharf area was not used for shipping. All ships moored to the buoys or anchored upstream, and the loading and unloading of cargo were usually conducted at night.
14. Crew members were free to go ashore but were restricted to the city. In addition to showing the seaman's card, a special customs book, listing watches, fountain pens, money and other items carried ashore, was issued to the men and checked at the gangway. There were no Soviet personnel observed in Swatow [redacted] Chungshan Park was well maintained, usually crowded, and had loudspeakers constantly blaring music and speeches; the remainder of the city was dirty and quiet. The old circular prison at the eastern point of the waterfront was used as a troop assembly area.

Wenchow

15. In early March ships were permitted to enter and clear Wenchow only during daylight hours. The approach to Wenchow was from the east to approximately N 27-54.1, E 121-13.5, then a northwest course was taken through the Huangta Strait to a point about four tenths of a mile north of Hsiaowusing Island (N 28-01.2, E 121-04.1), and a southwest course followed through Shat'ou Channel to approximately N 27-58.7, E 120-57.0, on the south side of Ch'it'ou Mountains. Port officials boarded the vessel at the pilot station just east of this point and off Huangta village. The channel proceeded westerly and fairly close along the north bank of the river to a point opposite the walled city of Pangshihwei (N 27-59, E 120-49), and southwest to the opposite shore, passing south of Jenchouch'ient'u and Ch'it'ut'u Islands. West of these islands, the channel crossed over to the north bank of the river [redacted] [redacted] then west to the anchorage north of the walled city of Wenchow.

16. A light beacon was on the northern tip of Hsiaowusing Island, and another was on the southeast tip of Ch'it'oushan. The beacon on the mud flats at

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25X1 N 27-59.3, E 120-59.8 was also operating. All three beacons were flashing white lights. The channel was unmarked and the ship's position was checked from bearings on shore. The Shat'ou channel, used by all sea-going vessels, appeared to be silting but no dredging operations were in progress in Wenchow or its approaches [redacted] At hightide the tidal range was about 18 feet and the channel was deep enough for a 17-foot draft vessel. The entrance bar at Shat'ou channel was two fathoms at low water.

17. The CMSNC wharf at Wenchow has been rebuilt; there was no other construction at Wenchow. Ships anchored in mid-stream and unloaded cargo into lighters. Ten gunboats were moored to the CMSNC wharf, which appeared to be a naval wharf. The hill behind the wharf was a prohibited area and was open only to naval personnel.
18. Crew members were allowed ashore by showing their seaman's pass to the guard at the gangway. No Soviet personnel were observed on the streets of Wenchow. Trenches and cement pillboxes with dome-shaped roofs were observed on Tunghuanshan to the east of Huangta Strait. No guns were observed in the pillboxes.

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